

**Happy New Year
2017**

It's a New Year

Have you renewed your membership?

If you did not renew your membership by 12/31/2016 you are no longer a member.

In February the gate combination will change and you will receive your last newsletter.

Every year someone wants to expedite their card delivery as they forgot to renew on time.

— Remember, lack of planning on your part does not make an emergency on others —



January 2017 Edition

Your 2017 Officers

Gee, that was easy. I just copied the frame from the December's newsletter and pasted it here.



President: Murray Lull
Vice President: Chester Shans
Secretary: Ken Jochim
Treasurer: Dean Ehn

The following appointments have been made:

AMA Safety: Ken Jochim
Float Fly: Ken Jochim
Membership: Al Coelho
Newsletter: Al Coelho
Website: Mike Gulizia
Auditor: Mike Gulizia
BAPC: Murray Lull

There they are, the same people who did it last year, and many who did it for quite a few years before that...

With that said, it's good to know that everybody was totally happy with how things are going or they would have volunteered for an office. The sad part is that very few showed their support for anybody by showing up to vote.

Al Coelho - Editor

Minutes of BAS meeting, 12/14/16 Hobbytown, Longmont

The meeting was called to order at 6:30 pm by president Murray Lull. There were 12 members and one guest present. One additional member arrived in time for the show and tell.

A motion was made by Rudy Glick to approve the minutes of the November meeting as published. The motion was passed.

David Goodnow reported that the topcoat company stops doing that work after Oct 1. He will revisit the topic next spring when they resume that work.

Chester Shans had nothing to report.

Dean Ehn was not in attendance. However, Al Coelho reported that there was about \$2K in dues income. Al also reported that we have about 30 members who have renewed or joined so far. He reminded us that the lock combination will be changed in February, but that members need to keep their old card or memorize the gate combination as the new cards combination is not valid until the February lock change.

Ken Jochim reported that the float fly boat has been parked for the winter in a nice vintage barn, compliments of Mike Morter. Mike also will be providing a solar charging system to keep the boat battery charged up during the season. Thanks Mike! It was also agreed to put replacement LED tail lights on the boat trailer, and check/grease the axles when the weather allows.

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Meeting minutes (Continued from page 2)

There being no other new business, the election of officers for the 2017 year was conducted. There being no further nominees, Al Coelho made a motion that we elect the proposed slate of officer candidates. Motion passed!

Murray Lull commended the officers and other members who work hard to keep the club running.

A motion to adjourn was made by Rich Anderson, and the meeting was adjourned at 6:51 pm.

Following the meeting, Boris Sergeev demonstrates some impressive carbon fiber construction techniques and upgrades to his ARF aircraft

Following that demonstration, Dick Myron brought in a small glow engine and quizzed the attendees as to their knowledge of its lineage. Dick then provided the details!

As it turns out, the secretary also has one in his personal stash, so here is a photo of it: The price on the box says \$6.50!



Respectfully Submitted
Ken Jochim, Secretary.

Annual Jefco RC Auction
Saturday, January 28, 2017
Jefferson County Fairgrounds

<http://jefcoeromodlers.com/2017auction/>

Stearman

(By Al Coelho)

And now the rest of the story...

This is a follow-up to my October "Birth of a Stearman" article.



After seeing the Sterling Stearman fly, I was once again eager to have one. A stearman that is, but not as large as the Sterling unit. I also wanted it to be a wood and covering model versus one of the foam units, electric powered and small enough to fit in the back of my Explorer without disassembling it.

Tough call you say...

Well, it so happens that E-flight had just the thing. A 44" wingspan electric powered Stearman PT-17 ARF (remember that word - "ARF"). Laser cut parts, covered in Stearman blue and yellow.

The Horizon hobbies asking price for this model is \$225.00. That's the frame only, no motor, esc, servos or electronics. Must be one quality kit you say for that price. Well, I thought so too...

Remember that word "ARF"? I always thought it meant "Almost Ready to Fly". I now believe that on this kit it means "Almost Ready to Finish"...

There were many problems, but two major problems with my unit...

The biggest problem was that the cowl would not fit

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Stearman (Continued from page 3)

over the fuselage. **This is where I should have stopped and returned the kit.**

If the top was placed on the fuselage the bottom would not clear to slide on and vice versa. After much frustration and an unanswered call to Horizon support, my final solution was to remove 1/16" off of the top former.

The second major problem was the tail wheel wire. The L bent wire has a flat cut in it for the tail wheel to attach to. Problem, the flat was cut on the wrong side. My only solution was to bend a new unit. This is a 2mm wire which most people don't have (I had some 5/64 which is the same).

Now for the minor problems...

I had to cut 1/8 in off of the bottom of the rudder for it to fit properly...

One of the lower wing attachment bolt holes was so far off that the bolt would not line up. I had to elongate the hole...

The landing gear had to have the ends going into the fuselage sanded off to line up the bolt holes. Push one gear in and the holes lined up. Push the other gear in and it pushed the first gear back before the holes for both gear lined up...

Those 1/16" hole they tell you to drill in the servo arms... Well the rods are .070.

Check and match the angle on all four main struts before you bolt them in.

Go find yourself a blue felt tip marker. It won't match perfectly but you will need it to color in the uncovered wood around the strut exits from the fuselage.

Two things not addressed in the instructions...

Those keepers they tell you to slide on the pushrods before installing the clevis. They never address what to do with them or show a finished photo with them slid over the clevis.

Windshields. They are there, marked front and back (but I can't see any difference in them except there is 1 dot on the front unit and 2 dots on the rear). I think they were suppose to come pre-installed.

The unit has a nice top hatch held on with magnets. Problem is there is no way to remove it without digging into the separation between the hatch and the fuselage. I installed a tape pull strip which sticks up at the far back of the hatch for removal.

Regardless of all the above frustrating problems, I did get the model assembled and ready to fly.

One final note: When you get to the end of the construction, the instructions stress not to forget to balance the model (and make sure you do). The model will be tail heavy. I balanced it at 3 1/2 inches with 2 oz of lead behind the engine (the plans call for 3 1/4 to 3 3/4). It still flew tail heavy on its first flight.

For the second outing I added an additional 2 oz of weight to the nose and it flew much better but I thought it could still use another ounce or so. I wouldn't know though until I rebuild the motor mount box as on the landing it broke loose from the firewall (and naturally busted up the dummy engine).

Now for the third outing, I have added another 2 oz of lead after reinstalling and beefing up the motor mount box. I think it's balanced now as it flew much better. I need to do some aileron and elevator throw adjustments but couldn't do it this time as once again, as every time before, the tail wheel assembly fell off.

Do I recommend this model? **Sorry, I cannot...**

It is drastically over priced for what you get and the assembly on mine would have driven a novice to quit the hobby.

My setup: A 550 watt 870 kv outrunner running on a 4S 3000 LiPo spinning a 10 x 7 APC electric prop. This is defiantly overpowered but that's why you have a throttle stick.

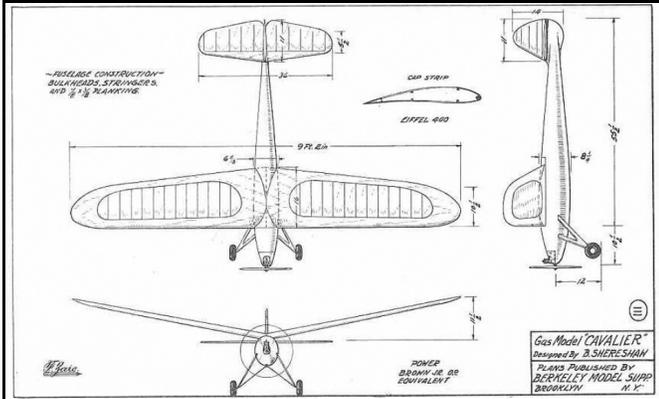
Coming attraction



On the left is our president, Murray Lull, receiving a Circa 1938 Berkley Custom Cavalier kit from Ken Jochim. The kit was originally given to Ken by member James Mack.

As you may recall, Murray also accepted a partially built Sterling Stearman biplane from me which he finished and flew last year (see the Oct 2016 newsletter for the article).

Hopefully we will be able to put together a construction article and flight results on this build so "Stay Tuned".



The Cavalier was first kitted by Berkley in 1936 with the Custom Cavalier following in 1938.

The plane was originally designed as a free-flight model. It has a 9' 2" wingspan, which is a one piece wing, and the fuselage is 5' 6" long. The plane was originally shown to use a Browns Jr. or Forester 99 engine.

Murray is converting it to R/C and electric power.

Now if you think Murray is way out in building this

1938 kit, wait until you hear what Rich Anderson is up to...

Apparently Rich was so impressed with the uniqueness of this model that he borrowed the plans, had them reduced to a 60" wingspan, and is building one from scratch. Also to be electric powered.

So as I say, "Stay Tuned"...

While researching the model, I came across an AMA history article on William (Bill) Effinger, the founder of Berkley Models. The article is on the AMA website at:

<https://www.modelaircraft.org/files/EffingerWilliamLBill.pdf>

Boris Sergeev

For those of you who know Boris you know that his building skills and high-tech approach to construction is always fascinating. It may be his extensive use of carbon fiber, CNC machining or that he even winds his own electric motors. His goal is always performance through lightness and efficiency.

At the December meeting he brought in his Katana which demonstrated all his skills. On this model he even 3D printed molds for a tail wheel bracket and molded it in carbon fiber. I forget how many grams it saved him.



He sent me this photo and a statement on it's initial flight (Yes, that snow on the runway) *"Its AUV is a tad under 4 lb, about 2 oz less than the manufacturer's spec. The plane is a little tail heavy (and, as a result, pitch unstable), so, I'm building a new rudder in hope of saving some weight there."*

Building a new rudder... I and most builders I know just add a little weight to the nose. Not Boris.

Balsa Wood Supplier

At the December meeting Boris Sergeev brought in his Katina for show and tell. During the conversations Boris mentioned Specialized Balsa in Loveland which I did not know even existed.

I am not associated with them and have never even talked to or visited their location. The information is presented here for your information. Should you have any dealings with them, feedback would be appreciated.

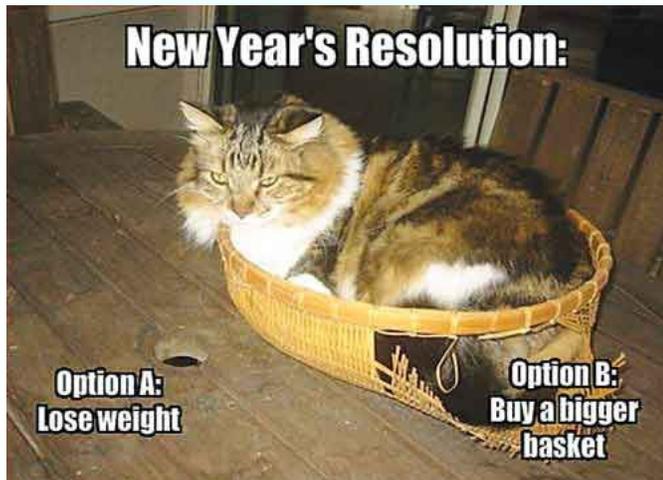
Specialized Balsa Wood, LLC
405 8th Street SE Unit #2
Loveland, CO 80537-6491
(970) 461-WOOD (9663) Phone
jake@specializedbalsa.com
<http://www.specializedbalsa.com>



**Al Coelho
Dean Ehn**

This months Food-For-Thought

(from your Editor)



Informative links

as you can never remember them...

Club Website: <http://www.boulderaero.org>
BAS RC forum: www.tinyurl.com/boulderrc

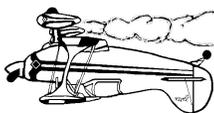
FAA UAS home page:
<https://www.faa.gov/uas/>
FAA UAS Registration page:
<https://www.faa.gov/uas/registration/>

AMA home page: <http://www.modelaircraft.org>
AMA Newsletter:
http://www.modelaircraft.org/publications/AMA_Today.aspx
AMA Air: www.youtube.com/modelaircraft
AMA District IX (Yahoo groups)
<https://groups.yahoo.com/neo/groups/amadistrict-ix/info>
Specialized Balsa Wood LLC
<http://www.specializedbalsa.com>

Will purchase Estate Lots or entire large RC collections.
Richard Myron 303-746-4274

Links should be active. Mouse over and click on them.

Next Meeting 6:30 PM Wednesday January 11th at Hobbytown USA, Longmont.



THE INVERTED FLYER

Editor: Al Coelho

The Inverted Flyer is published monthly by the Boulder Aeromodeling Society as a service to its members. Submissions for publication are encouraged and can be but are not limited to: articles pertaining to Aeromodeling, letters to the editor, short news items of general interest to BAS members, and announcements. Space permitting, all submissions will be published except as follows: no anonymous letters or any submission containing morally objectionable content or language, as judged by the editor. Classified ads will be provided to the members of BAS free of charge. The deadline for all submissions and classified ads will be the first of the month for publication on or about the first Wednesday of the month. Opinions expressed in the Inverted Flyer are not necessarily those of the Boulder Aeromodeling Society general membership.

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